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COAST GUARD BULLETIN...



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Iceberg Forecast Less Than Average This Year

During the ice season of 1948, which began in February and is expected to end in July, it has been estimated that there will be 310 icebergs to drift south of latitude 48° North; the average for 48 years is 431 bergs annually.

Planes and/or cutters, have been patrolling the ice region, an area the size of Pennsylvania, since 6 February, and an oceanographic vessel, the *Evergreen*, has been getting advance ice information in more northern waters.

During the month of February 10 patrol flights totaled 88.1 hours of flying time, and in March 22 flights accounted for 165.8 hours of aerial patrol.

Fog usually necessitates the use of cutters about 1 May.

The *Mendota* and *Mocoma* are alternating on surface patrol 15 days at a time and the *Evergreen* is making oceanographic cruises between Labrador and Greenland.

With the assistance of radar and Loran, the cutters and planes gather ice information, which is supplemented by reports from commercial shipping. Twice daily radio reports summarize the complete current ice information.

Ocean ice may be described by three general classifications as follows:

Field ice—a general term embracing all types of sea ice but more accurately described as pack ice of shallow draft and either compact or scattered.

Growlers—a low-lying piece of glacier ice not so large as a berg.

Iceberg—a sizable piece broken off from an ice sheet. A large mass of ice, 80 percent of which is submerged when the berg is floating.

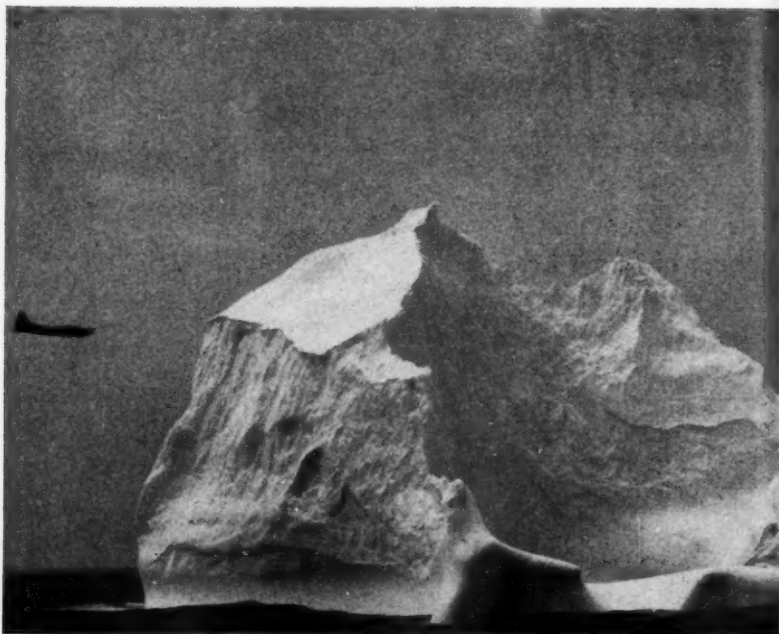
Normally it takes about 2½ years for a berg to make the journey from the West Greenland glaciers, where they originate, to the Grand Banks and the steamer lanes. It is the source of icebergs that the *Evergreen* is charting, so that the Coast Guard will have an idea of how many bergs to expect, allowing for the usual disintegration of the majority of bergs that "calve" in West Greenland.

In 1940, the cutter *Northland* cruised 3,300 miles, while trained observers on board made a study of the ice situation particularly with regard to currents in the vicinity of the Grand Banks, the physical properties of ice, its drift, erosion, and melting, temperatures of sea water, and atmosphere in the vicinity of ice, etc. On this cruise which took the *Northland* to Baffin Bay and Davis Straits, a total of 3,289 icebergs were sighted and five principal producing glaciers in West Greenland were visited for the purpose of continuing the study.

HQ Lists 10 Advanced Schools for Enlisted Men

Advanced training in 10 widely different specialties is available to enlisted men of the Coast Guard. Most of the 10 schools are mechanical and electrical in nature, but also include clerical and medical training.

Eight of the courses are given at the Groton Training Station, the other two



COAST GUARD B-17 on aerial survey during International Ice Patrol—May 1948.

being given at certain Navy units. The eight Coast Guard courses are in Aids to Navigation, Commissaryman, Electrician's Mate, Electronics Technician, Engineman, Hospital Corpsman, Radioman, and Yeoman-Storekeeper schools. The two Navy courses are in Aviation Electronics Technician and Motion Picture operator schools.

To be selected for the schools, men must qualify by obtaining certain test scores and by meeting other requirements. They must also meet the obligated service requirement of *Personnel Circular 10-48* described in last month's *Coast Guard Bulletin*.

Under the present schedule the courses are convening regularly, and vary in length from 6 weeks for Motion Picture Operator to 24 weeks for Radioman and Aviation Electronics Technician.

C. G. Establishes Inactive Enlisted Reserve Corps

Beginning 1 June 1948 enlistments and reenlistments are authorized in the Coast Guard Reserve. This action is being taken in order to establish a nucleus of experienced enlisted men who will be available for call to active duty in the Coast Guard in case of national emergency. All enlistments will be in an inactive duty status.

While members of the Coast Guard Reserve may be given training at a later date when availability of personnel and the state of Coast Guard appropriations will permit, present plans cannot contemplate such action.

The Coast Guard does not desire to build up a large reserve but prefers to

qualify enlistments from among those men who were formerly in the Coast Guard and Coast Guard Reserve. Only the men whose last discharge from the Coast Guard or Coast Guard Reserve was an HONORABLE DISCHARGE, GENERAL DISCHARGE, or an UNDER HONORABLE CONDITIONS DISCHARGE are eligible for enlistment or reenlistment.

Enlistments or reenlistments in the Reserve will be for a period of 3 years with a written agreement to serve in time of war or national emergency on active duty and until 6 months after the end of the war or national emergency if so required.

While no physical examination is given, only obvious physical defects which can be determined by the enlisting officer on visual inspection of the applicant will disqualify a man from joining the Reserve.

All enlistment and reenlistment rates will be in the same grade as that held upon discharge from the Coast Guard or Coast Guard Reserve.

To summarize the requirements of enlistment or reenlistment in the Coast Guard Reserve, an applicant must:

1. Be a former member of the Coast Guard or Coast Guard Reserve
2. Meet requirement relative to type of discharge
3. Have passed seventeenth and not passed their forty-fifth birthday
4. Be a citizen of the United States
5. Be physically qualified
6. Satisfactorily complete and return all necessary forms

Mid-West Flood Phases

The Coast Guard, just completing the duties of ice breaking throughout the rivers and lakes of the Midwest, found itself in the midst of another emergency—spring floods. Early in February, Coast Guard PBV's were making flood survey flights covering a 22-State area, taking aerial photographs and notes which have proven, in years past, to be of great value in determining the possible extent of the flood situation.

Should the many rivers and tributaries

be at flood stage and serious rainfall predicted, extreme alarm exists within the entire watershed. Similar conditions existed in the area last year but due to tornadoes which caused temperature drops to unseasonal lows, the rainfall was stopped and serious flood conditions were alleviated. This condition was repeated several times during the season and just enough rain fell to prolong the flood conditions but not increase the river crest at the critical points.

During ordinary late winter and early spring conditions, rainfall and melting snow waters are usually carried out of each watershed into the Mississippi on a definite schedule. Normally snow waters and early spring rains produce near flood stages on the Ohio River in late January and early March. This occurs at a time when the Mississippi is below normal average stages. The Ohio watershed drainage is normally followed by excessive drainage on the lower reaches of the Missouri and Illinois Rivers, then by high waters on the middle and lower Mississippi River during June and the Arkansas basin discharge occurring later or simultaneously with the middle and lower Mississippi River.

When heavy rains and snows occur early in the fall and the soil is frozen, the entire drainage basin will be at the saturation point. This condition continues until about 1 March when a normal thaw may be expected to take place. If excessive rain and snow should fall during March with the area being at the saturation point, all further rainfall will be carried into the tributaries. These conditions which existed during the 1947 season were the first on record where a flood occurred with the average rainfall for the season being below normal.

It is interesting to note that the usual indicators, such as "rainfall averages" and "river stage data," do not always reflect conditions which would give advance warning of impending floods. Last year, Coast Guard aircraft conducting aerial surveys of the various watersheds reported as early as 1 March and almost



Main Street, Canton, Mo., inundated by flood waters of the Mississippi River March, 1948.

weekly thereafter that serious conditions existed over the entire watershed and that the soil was at a saturation point with no further ability to absorb additional rainfall. This report was subsequently borne out by developments when the rainfall started. As the rain fell in any given watershed it immediately caused rises in the main river and tributaries reflecting the entire amount of rainfall rather than the normal rises which usually indicate a large percentage of the water being absorbed by the soil. By taking advantage of the information provided by these Coast Guard aerial surveys the Second Coast Guard District was able to alert the entire Coast Guard organization and the American Red Cross to the possible flood danger. As a result both agencies were prepared for action weeks in advance of actual floods.

During floods, residents in low spots may actually be in danger of losing their

lives and yet a short distance away water depth may be such that motor vehicles could not operate and still there would be insufficient depth to operate boats. Evacuation usually has to be conducted in a downpour. Power and lights most often fail and municipal services, such as fire departments, are unable to proceed through the flooded street, making it necessary for the Coast Guard to place pumps aboard rescue boats and answer fire alarms in the flood zone.

The three chief flood fighting organizations—the Coast Guard, the Corps of Engineers, and the Red Cross join forces for emergency flood work each spring.

Honorable Service Lapel Buttons

The issuance of the Honorable Service Lapel Button is based entirely on honorable service during World War II.

The mistaken impression most servicemen have had, heretofore, is that the button was a discharge emblem denoting separation from the service. These buttons are now being issued to all officers and enlisted men of the Coast Guard on active duty and to discharged personnel who are eligible.

The Honorable Service Lapel Button shall be worn in lieu of a lapel button for the World War II Victory Medal and/or the American Defense Service Medal.

Coast Guard personnel who honorably served on active duty for any continuous period between 9 September 1939 and 31 December 1946, the date the President proclaimed the termination of hostilities (both dates inclusive), and those who are now serving on active duty who have been issued the World War II Victory Medal and/or the American Defense Service Medal, or are eligible to receive either or both of these medals are automatically eligible to receive the Honorable Service Lapel Button.

Separated personnel who have not received the button may present, either in person or by mail, documentary evidence indicating honorable service during the aforementioned period and a button will then be issued to them.

Any persons who originally entered on full-time active duty with military pay and allowances on or after 1 January 1947 are not entitled to receive the lapel button.

Commanding officers are authorized and directed to issue the Honorable Service Lapel Button to all eligible personnel on active duty and persons now out of the Service may receive them from cognizant district commanders upon request.

Coast Guard Organization Revision to Increase Peacetime Efficiency

Headquarters recently announced a realignment of certain elements of Coast Guard field organization and clearly es-

tablished relationships which shall exist between the several echelons of command. Although all functions and duties assigned to the Coast Guard are deemed to be operational matters, the dissimilarities among districts and among regions within a district prevent the adoption of an entirely standard pattern of organization.

To meet peacetime requirements of the Coast Guard effectively, a modified system for operational control is established and the newly defined echelons in the chain of command are:

- Commandant
- Area commander
- District commander
- Group commander (or section commander)
- Commanding officer
- Officer-in-charge

The United States coastal areas are divided into the Eastern Area and the Western Area. Due to geographical considerations, the Second and Ninth Coast Guard Districts are excluded from area commands.

Each area shall be under the command of an area commander with offices located in New York and San Francisco. Area commanders shall exercise operational control over Coast Guard districts within their areas in operations requiring a high coordination between, or the employment of units of, two or more districts of an area.

The commander, Third Coast Guard District, is assigned collateral duty as commander, Eastern Area and the commander, Twelfth Coast Guard District as commander, Western Area.

When the success of a particular operation requires additional forces or a high coordination of effort as determined by the area commander, operational control and full utilization of any units under his jurisdiction will be exercised by the area commander.

Whenever conditions warrant a higher coordination of activity, the Commandant may and will assume active control.

Several offices have been abolished in that they have served their purpose and are considered unnecessary in the new organizational structure. The offices of "Atlantic and Gulf Coast Coordinator" and "Pacific Coast Coordinator" were abolished and the Task Force/Task Group/Task Unit organization will be done away with on 1 July 1948.

The group and section system, as now known, will be discontinued on 1 July 1948 but may be established or reestablished under certain conditions, with the approval of the Commandant. New definitions have been given section and group offices from a standpoint of geographical extent only. These offices will be similar in function but section offices shall be composed of a number of isolated units outside the continental limits in a region far removed from the district office, whereas group offices shall be composed of a number of units in a district which are within reasonable proximity to each other.

The ocean boundaries of Coast Guard districts fix normal areas of responsibility. They are not construed as barriers to effective operations nor as obstructions to the exercise of initiative. Areas which are not completely defined by established boundaries shall be construed as extending seaward to a distance commensurate with the operational capabilities of assigned units, but in no case extending into foreign territorial waters.

About 150 Candidates Appointed to Academy

Approximately 150 young men throughout the country are now making final arrangements at their homes preparatory to entering the Coast Guard Academy during the first week in July. The appointment of these men is based entirely on a Nation-wide competitive examination which indicates that, through selection on a mental, physical, and adaptability basis, highly desirable officer material is procured.

Of 1,222 men from 45 States, Wash-

ington, D. C., Puerto Rico, and Hawaii who made application this year to take the examinations, 840 were found eligible and authorized to do so. 230 candidates having the highest examination grades were then given physical examinations and from this number about 150 will be tendered appointments as cadets.

Airmanship and Determination

That the effectiveness of rescue missions is being appreciably advanced through the use of aircraft, is self-evident.

The part played by Coast Guard airmen in such rescue missions has gained Nation-wide acclaim.

Your favorite newsreel ran pictures of the history-making Gander Rescue. You "saw" the happy ending made possible for 18 survivors of the Belgian Sabena DC-4, through the use of planes and helicopter. "Airmanship and determination" read the awards and citations received by Coast Guard airmen who had participated in that outstanding mission.

Your favorite newspapers carried the story of the miracle-landing in Biscayne Bay. You read about the big Coast Guard plane, carrying a badly injured Chinese seaman, her crew of nine and one Public Health Official; how she battled for 4 hours through the night with 7 feet shorn from her wing to make that landing in Biscayne Bay.

To elaborate upon feats such as these would be sheer superfluity. But examples of "airmanship and determination" are demonstrated in many day-by-day missions. Missions that never come to the notice of press or photographer. Missions that are written up only in daily reports.

Take for example two Flight Operations Reports from the Coast Guard Air Station at Salem, Mass. Both open with the usual listings—dates, plane numbers, and other such report-making data. Following in due course are the Remarks which close with the modest comment "mission completed."

It is in these seemingly routine remarks that, as the old saying goes, there lies a tale.

Late one April afternoon, two PB5A's were dispatched from Salem Air Station to locate and assist the *St. Anne*, a fishing vessel, some 130 miles east of Cape Cod. The *St. Anne* had reported a sick man aboard—a possible appendix case. Penicillin was urgently needed to reduce infection and give the patient a fighting chance until medical care could be had.

In spite of darkness with snow and rain hampering the search, the *St. Anne* was located. The sea was rough. To attempt an offshore landing would have been foolhardy. The plight of the sick man far below on the little *St. Anne* was ever present, so was the fact that each plane had six men aboard. Discretion being ever the better part of valor, our airmen via voice communications and using blinking landing lights, engineered a neat bit of sky rendezvous.

One plane remained at an altitude of 3,000 feet and upon signal from the second plane, dropped two Mark IV parachute flares. In the white light of the flares the second plane, from an altitude of 200 feet, made a run across the bow of the *St. Anne* dropping the precious package of penicillin, wrapped in a kapok life-jacket with float lights attached. The package landed 30 feet from the bow of the *St. Anne*, was recovered and reported safe aboard.

Once more the air arm of the Coast Guard had saved a life at sea. Once more airmanship and determination had written "mission completed."

National Maritime Day Statement From Coast Guard Commandant

The following statement was received from Admiral Joseph F. Farley, Commandant, United States Coast Guard, who is serving as chairman of the United States Delegation and vice president of

the International Conference on Safety of Life at Sea in London:

"It is most appropriate that the United States Coast Guard which works in such close association with the Merchant Marine in its day-by-day operations join the Nation in the observance of National Maritime Day.

The Merchant Marine gives back in return to the Nation just what the people put into it. Therefore, to make this important element in our national economy strong and efficient we must take measures directly to that end—the public, industry, labor, and governmental agencies pulling together in a spirit of pride in the high standards and traditions of our Merchant Marine and with a firm resolve that it shall in its adequacy, its efficiency, and its safety symbolize the progress and strength of the Nation. We all in some way or another can contribute to make it so. And we of the Coast Guard wish to do everything in our power to contribute toward the achievement of our common goal—a Merchant Marine commensurate with our world responsibilities.

The Merchant Marine has played an important role in the shaping of American history and in adding to our security. It had demonstrated down through the years that the renowned "American know-how" which has existed in our industrial life also belonged to our ships and to the men who sailed them. And given the necessary backing it will continue to advance the progress of this country as it has done so well in the past.

With the President's annual proclamation setting aside May 22 as National Maritime Day, all United States Coast Guard vessels in commission will dress ship for that occasion."

Correspondence Courses May Be Required for Enlisted Promotion

Enlisted men of the Coast Guard may be required to pass correspondence courses

of the Coast Guard Institute for promotion to the next higher rate, headquarters recently announced. The move would renew the prewar requirement for successful completion of Institute courses by enlisted personnel advancing in rating.

Since the beginning of 1948 the Institute has been revising its courses to conform to the new enlisted rating structure that went into effect on 2 April 1948. Some of the revised courses will probably be ready by 1 July 1948, with the majority of the courses tentatively scheduled to be ready for issue during the latter part of 1948.

Officials pointed out that the ultimate test of a man's qualifications for promotion is the ability to do satisfactorily the work required of his rating. The satisfactory performance of the duties in the next lower rating aboard ship helps to indicate the ability of the man to perform the duties of the higher rating. Headquarters will construe the commanding officer's recommendation for advancement as establishing this practical qualification.

Since the requirements of commanding officers of various units may vary from ship to ship and station to station, the satisfactory completion of the Institute course will assure necessary theoretical understanding and technical knowledge for each rate, thereby assuring a certain amount of uniformity in the capabilities of men with the same rate.

The United States Coast Guard Institute is located at Groton, Conn., and while under the military control of commanding officer, Groton Training Station, is under the technical control of headquarters.

Institute correspondence courses cover virtually every technical subject and rating in the Coast Guard.

Tennessee Valley Ho! Cruise

Ever go as high as the Washington Monument in a boat? You will if you plan to join the Coast Guard Auxiliary rendezvous, scheduled to go on Tennessee

Valley Ho! Cruise, come June 13th. Starting at Paducah, Ky. your boat will cruise the Tennessee River Valley for over 650 miles through the "Great Lakes of the South." En route you will pass through the navigation locks of nine major TVA dams until you reach Knoxville, Tenn.—the front-door of the Great Smokies. The high spot of the cruise, literally and figuratively speaking, will arrive as your boat on the upstream journey passes through the highest single-lift navigation lock in the world—the lock at Fort Loudon Dam which ascends 80 feet when Fort Loudon Lake is at maximum level.

To the Chattanooga Coast Guard Auxiliary goes credit for creating the idea of an organized cruise through the Tennessee Valley. The idea was quickly adopted and eagerly fostered by other auxiliary groups in the valley and by civic and sportsmen's organizations. Tennessee Valley Outdoors, a nonprofit group with headquarters at Chattanooga was selected as coordinating agency with Ed E. Hays, Chattanooga Coast Guard Auxiliary member, general chairman.

Voyagers participating in the Tennessee Valley Ho! Cruise will find welcome mats out all along the way. Communities along the Tennessee River are outdoing each other to provide hospitality. Docking, refueling, and other marine facilities have been readied. The navigation channel for the entire course is 9 feet. This allows for passage of substantial craft.

Through cooperation of the Coast Guard, TVA, Army Engineers, and boat dock groups, arrangements have been made to care for the usual cruising requirements.

All this and fishing too? Yes, it's all-year fishing on the Great Lakes of the South since TVA technicians are convinced that 95 percent of all game fish die of old age rather than succumb to the lure of the fisherman. More than a hundred boat docks, fishing camps and marinas are now in operation along the shore of the Lakes.

The lakes are lighted for night navigation by buoys, ranges, and navigation markers. There are no tides on the Great Lakes of the South—the currents, negligible.

There'll be scenery aplenty—the upstanding rocky palisades of the Cumberland Mountain area, Lookout Mountain near Chattanooga, scene of the "Battle Above the Clouds" and many other attractions and finally the floral glory of the Great Smokies in June.

The cruise starting at Paducah, Ky., will terminate at Knoxville, Tenn.

Letter to the Coast Guard Bulletin

It is probably very unusual for the Coast Guard Bulletin to receive a letter from a reader but possibly other readers may be interested in the wide circulation of this little paper. This letter has been inspired by the appearance of the improved and attractive new format of the March 1948 issue.

About 2 years ago I happened to be in London, England, in the plant of a large English manufacturer of technical equipment. A gentleman approached me and in his hand he had a copy of the Coast Guard Bulletin. I soon discovered that he was a Norwegian Government official and that he had been a constant reader for many years—considered it his best source of information on lighthouse, radio, lifesaving and similar matters from the United States. At various other times I have met government maritime officials from India, Egypt, France and many other countries and found that each was a regular reader for the same reason. At still another time I met a former White House correspondent in Washington who was then a correspondent for a prominent European newspaper. He also stated that he was a long time regular reader of the Bulletin. Being a professional newsman he said he had always been impressed by the concise and pithy items relating both to new developments in the field of maritime

safety and the simple and direct stories of the men of the Service, often heroic stories, but completely unadorned.

At many of the isolated lightships, lifeboat stations, loran stations, and radio-beacon stations of the United States Coast Guard, I note from personal observation that the Bulletin is regularly read by all hands. In a far-flung service like the United States Coast Guard it is the simplest and most direct means of informing all hands of what goes on elsewhere in the Service and in the worldwide field of new developments and applications. Some persons have been heard to scoff at the Bulletin as an elementary sort of publication but I think that those that do so have a very incomplete understanding of its value to the man on a remote station or ship—or to those in remote parts of the world who have a mutual interest in safety on and over the ocean.

Captain USCG

Anonymous

New Radio-Controlled Lightship

A new radio-controlled lightship, to be "manned" by personnel at a shore station, will be tested in the near future at the Coast Guard Yard, Curtis Bay, Md. The vessel's light, fog signal, and radiobeacon will all be radio-controlled. Personnel would be aboard the vessel only for periodic maintenance checks.

The supervisory control equipment will use radio channels for both the exercise of control of the various signals and visual signal supervision of the various equipments aboard the moored lightship offshore.

A completely radio-controlled lightship was operated in Lake St. Clair, Mich., over a decade ago, until it was finally replaced with a fixed structure which today is likewise unattended and remote radio-controlled. The principal difference in the new radio-controlled lightship is that the control and supervisory equipment is much more elaborate so as to

provide more complete supervision of the ship's equipment from the shore control point.

Coast Guard in Review Fiscal Year 1947

According to the annual report of the Secretary of the Treasury covering the fiscal year ended 30 June 1947, Coast Guard operations, including all phases of varied and special duties, may be classed as falling into four major categories:

1. Saving of life and property and rendering assistance to maritime commerce.
2. Maintenance of ocean weather stations in the Atlantic and Pacific Oceans and the International Ice Patrol in the North Atlantic Ocean.
3. Maintenance of aids to navigation for surface vessels and aircraft flying over water routes.
4. Administration of laws to promote the safety and efficiency of the merchant marine including the inspecting of vessels and equipment, the examining and licensing of merchant marine personnel, and the investigating of maritime casualties.

From the foregoing, it is readily seen that the Coast Guard is charged with the administration of a safety program covering a wide field of endeavor. To administer, is one thing. To accomplish is quite another. Therefore, let us examine according to category the Coast Guard's record of accomplishments for the fiscal year 1947.

Category I

Listed in the operations report of major assistances by the Coast Guard for the fiscal year 1947 are the following: Rescue from peril of nearly 6,000 persons; saving in vessels and cargo estimated at over \$185,000,000. Here is a record that requires no embellishment. But in addition to the above, the operations report

also includes some 3,556 cases of minor assistance involving \$649,341,217 being the value of vessels, including cargoes, assisted in ice-breaking activities on the Great Lakes.

By way of explanation, the term "major assistance" is distinguished from "minor assistance" in that it involves the rescue of persons from water or drifting ice, the removal of persons from endangered vessels, the towing to safety of vessels on which personnel are endangered and, during floods, the removal of persons to safety when danger of drowning threatens. Major assistances by Coast Guard aircraft include open sea landings and take-offs under abnormally hazardous conditions.

Mention of assistance by aircraft brings to mind that never to be forgotten Gander Rescue Mission in which Coast Guard planes and helicopters played a brilliant part—the evacuation of 18 badly injured survivors of the Belgian transport that crashed in the wilds of Newfoundland. Here, the high purpose of the Coast Guard, so eloquently voiced in the familiar old saw, "you have to go out," is backed up by the equally familiar "Always Ready." (An unbeatable combination!)

In citing this famous rescue, the Report of the Secretary of the Treasury states, "Outstanding among the aviation search and rescue missions during the year was the evacuation by Coast Guard helicopters and planes. . . ."

Category II

Category II concerns the maintenance of ocean weather stations in the Atlantic and Pacific Oceans and the International Ice Patrol in the North Atlantic. The most interesting phase of this category is, perhaps, the patrol by the Coast Guard of the sea lanes off the Grand Banks. This famous patrol was literally "shocked" into existence following the *Titanic* disaster of 14 April 1912. On January 20, 1914, a formal convention, signed at London by the principal maritime powers, prescribed a permanent and systematic patrol of the sea lanes off the

Grand Banks to be known as the International Service of Ice Observation and Ice Patrol. Inactive only during the war years, this patrol has been Coast Guard operated for over 30 years.

The cruise of the USCGC *Mendota* on 1947 ice patrol was successful in all its phases. Extensive use of radar and loran by aircraft, a practice originated the previous year, made possible the carrying out of the full mission in an area of prevailing storms and fog. Although the year 1947 was a lean one in the 7-year cycle of iceberg occurrence, the USCGC *Mendota* experienced the unusual diversion of taking a "side trip" to investigate the report of the S. S. *Esso Glasgow* that an iceberg estimated to be some 50 feet high and 200 feet long had been seen in the most southern North Atlantic steamer track. The iceberg was never located and it was determined that because of high sea and air temperatures in the area, the iceberg had broken up and melted. At any rate the elusive berg was never seen or heard from again.

Category III

The year 1947 witnessed extensive readjustments to meet peacetime needs. Although 1,511 new aids to navigation were established, 1,925 were discontinued—a decrease of 414 aids.

Discontinuance of an "aid to navigation" does indicate a lessening or curtailment in the over-all picture. It is, rather, an indication of progress—the abandonment of the obsolete for the new and better.

The Hog Island Light story is a very recent example of such progress. On 24 April 1948, Hog Island Light, a seaman's landmark on the seaward side of Cape Charles for over 52 years, was leveled. Replacement was not considered necessary. Certain lighted sound buoys, bell and whistle, located to mark the shipping lanes in the vicinity, contributed far more toward safe navigation than could be accomplished by the establishing of another light. Time had marched on,

the old Hog Island Light was unequal to the acceleration.

In addition to the program of establishing new aids and discontinuing the outmoded, the Coast Guard during the year 1947 operated and maintained 36,465 aids to navigation in the navigable waters of the United States, its territories and possessions.

Category IV

The year 1947 also witnessed extensive readjustments to meet peacetime needs with respect to merchant vessel inspection and promotion of safety at sea; the licensing and certificating of merchant marine personnel; law enforcement activities, and construction and development of floating and flying units, and shore constructions.

The Secretary's report lists 7,636 vessels of the United States inspected by the Coast Guard; reinspections on 2,347; special surveys on 164 passenger vessels and special examinations on 479 passenger vessels and ferries. The Secretary's report calls special attention to the coincidence of a Coast Guard officer's making an inspection tour aboard the S. S. *America* during a round trip to Europe for the purpose of observing her compliance with safety regulations at sea.

A major casualty investigated by the Coast Guard was that of the French S. S. *Grandcamp*. Fire broke out while the unfortunate ship was engaged in loading ammonium nitrate fertilizer at Texas City. The resulting explosion touched off the disastrous Texas City holocaust of April 1947, with its untold loss of life and property.

As a result of this investigation an interagency committee was appointed to determine the characteristics of ammonium nitrate and recommend a national policy for assuring its future safe handling.

Merchant Marine Investigating Units in major domestic ports and Merchant Marine Details in certain foreign ports continued to operate until 10 June 1947, the date which, under the Administrative

Procedure Act, marked the termination of authority for commissioned officers of the Coast Guard to preside at such hearings. This same Act requires that examiners shall be appointed pursuant to Civil Service laws and regulations. Lack of funds to hire such civilian examiners has precluded the holding of hearings since 11 June 1947.

During the fiscal year 1947, the Coast Guard issued 175,852 documents to Merchant Marine personnel. Waivers of manning requirements numbering 24,786 were issued to promote orderly conversion from wartime to peacetime operations.

* * * * *

Cooperation was, as usual, extended to all Federal law enforcement agencies, to many State and municipal law enforcement agencies, but mainly to the Bureau of Customs, the Alcohol Tax Unit, and Secret Service.

To further its own efficiency, the Coast Guard completed and commissioned two new modern lightships, Diamond Shoals Lightship and Pollock Rip Lightship. In addition, 18 various types of vessels were acquired and converted primarily for servicing aids to navigation.

Work was continued on adapting existing types of helicopters to meet special requirements of the Coast Guard. The value of the helicopter in ice breaking operations was demonstrated and some progress made toward the solution of blind flight. Developments in the field of radar, loran, range lights, unattended lightships, sound operated fog signals and numerous other equipment continues as the Coast Guard aims toward efficient performance.

Distribution (SDL No. 33):

A: a, b, c (5 ea); d, e, f, i (3 ea); remainder (1 ea).

B: e (14 ea); f, g (7 ea); e, h, i, l (5 ea); j (3 ea); k (2 ea); remainder (1 ea).

C: a, b, c, d (3 ea); remainder (1 ea).

D: all (1 ea).

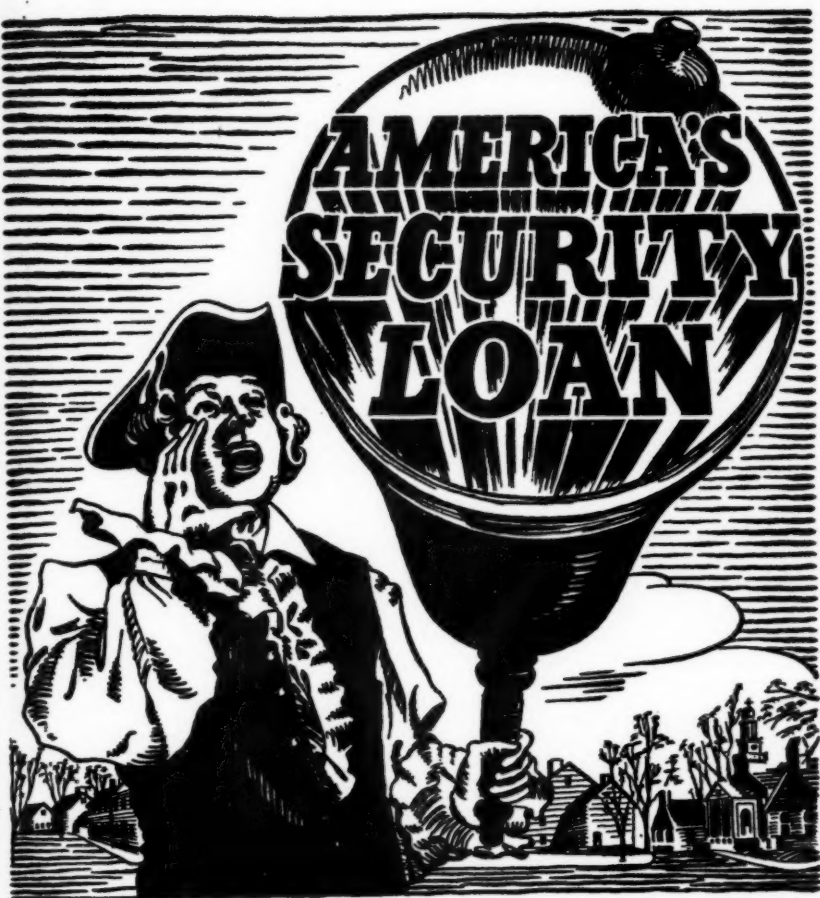
List 118 (Foreign).

The military personnel strength of the Coast Guard—officers, cadets, and enlisted men, on active duty as of 30 June 1947, numbered 18,684. The training program continued at a steady pace through the year, marked mainly by an increase in recruit and petty officer training. Wartime activities having been terminated, all officer candidate training reverted to the Coast Guard Academy. Because of the reestablishment of the regular 4-year course for cadets, no class graduated from the Academy in 1947.

The Fourth Coast Guard District, comprising parts of New Jersey, Pennsylvania, and Delaware, was abolished as of 30 June 1947 and the functions, responsibilities, and facilities of that area transferred to the Commander, Third Coast Guard District, New York. Simultaneously the Seventeenth Coast Guard District (Alaska) amalgamated with the Thirteenth Coast Guard District, Seattle, Wash.

Also, as of 30 June 1947, the North Atlantic Ocean Patrol was discontinued as a separate command and its functions, including operational control of units assigned to North Atlantic Weather Patrol, International Ice Patrol, and Greenland Patrol, previously exercised from Argentina, Newfoundland, were transferred to the Commander, First Coast Guard District, in Boston, Mass.

The close of the fiscal year found the Coast Guard rapidly attaining peacetime status. With reduction in personnel, units, and facilities, came the inevitable problems, the obstacles to overcome, but in spite of these the Coast Guard held to its traditional course of humanitarian service to mankind.



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